



The Canal Zone Philatelist



Vol. 39, No. 3

Third Quarter, 2003

Whole No. 148

President's Report

by Jim Crumpacker

You no doubt will receive this issue after the close of the 2003 CZSG Mail Sale on Sept. 28. On behalf of all members my special thanks to Richard Fawcett and Tom Brougham for their hard work and to Alan Bentz and others who contributed to the timely conclusion of the year's main event.

Congratulations to Irwin J. Gibbs for *The Postal Stationery of the Canal Zone*, published by the United Postal Stationery Society. His analytical and editing efforts over the course of time led to the issuance of this masterpiece. Thanks in addition to John C. Smith who labelled and saw to the mailing of some 725 copies to an eager membership. And all this for \$8 annual dues. Another nod to John C. Smith for his Secretary's Report in this issue. The annual statement concludes with our list of Sustaining and Contributing members, that sizable percentage of our group who donate extra funds to the future of Canal Zone philately. We seem to be holding our own regarding member count although Secretary Smith has to get on his horse and lasso the lost calves and those who could not raise \$8.

The 100th anniversary of the Canal Zone Postal Service is coming up the middle of next year. If anyone has a bright idea as to how we might celebrate this event, please write to CZP Editor Richard Spielberg or me.

I am pleased to note the presence in this third quarter issue, of the CZSG Officers Nominations list of candidates who will be taking office effective Jan. 1, 2004. There are some

(Continued on page 31)

Shifted Overprint on the 19II 10¢ on 13¢ Map Stamp

by Gary B. Weiss

The variety, CZSG No. 36.1, bottom margin stamp with CANAL ZONE printed on the selvage, is mentioned but not illustrated in *Canal Zone Stamps* by Plass, Brewster, and Salz. A pair of the variety in a larger multiple was lot 525 in the recent sale of the Del Parker holdings. The error is now illustrated cropped from the multiple (Fig. 1). This item had previously sold as lot 1131 in the November 1996 sale of the James B. Helme collection as part of a still larger multiple; it was not illustrated.

Plass et al. speculates (page 106) that "the overprint was shifted down one row on one pane, creating this variety. This shift should also have created the error a vertical pair, the top stamp without overprint, from the first and second horizontal rows; however, such an error has never been reported."

The reason this error has never been reported is now clear. The block of twenty shows that the top row is not missing the overprint (Fig. 2); each vertical row contains ten of the "10 cts" overprint and eleven of the CANAL ZONE overprint. Surprisingly, the previous sale description quoted the Plass et al. speculation without putting it to rest.

A closer examination shows that the spacing between CANAL and ZONE is the usual approximately 13.9 mm except in position 99 where it measures 14.2 mm. On the specimen sheets in the *Canal Zone Philatelist* (No. 128:17, 22-23, 1998), this spacing variety is found in position 89 proving that the overprint was shifted

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Fig. 1. CZSG 36.1 from bottom of sheet.



Fig. 2. Block from top of sheet.

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**The Canal Zone
Philatelist
A.P.S. Affiliate No. 42**

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One column, two inches	\$10.00
One column, five inches	20.00
Two columns, five inches	35.00

No larger advertisements are accepted. Remittance must accompany copy. Deadline for ads, first day of Mar., June, Sept., Dec. Copy should be sent to the Editor.

Back issues of the journal, handbooks, and other publications can be ordered from Richard F. Murphy, 501 Rosebud Lane, Greer, SC 29650.

Articles and information for publication should be sent to the Editor. Glossy photographs are desirable for figures of stamps or covers; however, enlarged high quality photocopies are sometimes acceptable. Illustrations must show clearly against black backgrounds. If you need help, write, phone, or FAX the Editor. The author must advise the Editor if the article has been published or is being considered for publication elsewhere.

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Canal Zone Study Group

CZSG Officer Nominations

The CZSG Nominating Committee is pleased to announce its selection of the following members as candidates for Officers and Directors to serve for the period Jan. 1, 2004–Dec. 31, 2005.

PRESIDENT: David T. Zemer

VICE-PRESIDENT: Howard Ballou

SECRETARY: John C. Smith

TREASURER: Richard Larkin

DIRECTORS AT LARGE (3 positions open):

Paul Ammons

Richard Bates

Alan Bentz

Peter Copeskey

Gary Weiss

CZSG NOMINATING COMMITTEE:

David J. Leeds, Chm.
George Campbell
Irwin Gibbs

**APS StampShow
2003 Meeting**

This year's four day APS summer show was held in Columbus, Ohio. The CZ Study Group meeting was held on Saturday Aug 9th, with eighteen CZSG members and two guests, both of whom expressed interest in joining the CZSG. Two presentations were part of the program. Gary Weiss discussed double errors on CANAL ZONE stamps, observing that some such as Scott No. 1e which has both the PANAMA overprint reading up and down plus the CANAL ZONE handstamp overprint inverted have received listing in the Scott catalogue. But Gary pointed out that there are many other examples of double errors as deserving of listing as No. 1e, but which do not appear in Scott. Gary will give a full treatment in a coming issue of *The Canal Zone Philatelist*.

Dick Bates used that as a segue to his presentation, pointing out that the wrong font varieties on Scott 85-95 are noted in a footnote, but are neither listed nor priced, yet antique type varieties on Scott No. 9-20 are listed. A blown up example of a wrong font CANAL was then showed and contrasted with the normal overprint, and ways to detect wrong font varieties were reviewed. The existence of "funny" overprints like wrong fonts were contrasted with "funny" overprints that are fakes. Several examples of bad overprints on the 1922-25 series of U.S. stamps were illustrated, and linked to the series of articles in the *CZP* on this subject.

In the discussion that followed, Bob Karrer discussed progress on the Panama Canal Museum, and David Leeds showed examples of mail bearing labels indicating damage in various marine disasters, such as the sinking of the S.S. *Finance*. There was also some discussion of the agreement reached between the APS and eBay, announced at the APS general membership meeting and at the Experts luncheon. The goal is to provide better means by which sellers offering bad material on eBay can be identified, and their behavior reported by the simple use of the "Help" feature on the ebay web site.

R.D. Bates, Jr.

Secretary's Report

John C. Smith
408 Redwood Ln.
Schaumburg, IL 60193

As of August 6th, our total membership stands at 700. Unfortunately, 34 have been dropped from the rolls for non-payment of dues.

Your Board of Directors wishes to recognize and thank our 101 Sustaining and 162 Contributing members who have contributed extra to help make the CZSG a success it is. The previous two categories represent a whooping 37% of our membership. For the pleasure of our membership, we have just mailed another bonus, the USPSS Catalog: *The Postal Stationery of the Canal Zone*. We wish to also thank all our regular members for their continued support.

New Members

Auctions by Jim Crumpacker

The merit of Canal Zone Philatelic material offered during the second calendar quarter, April 1-June 30, 2003 was either very good or very bad, depending on your point of view. If one includes the sale of Del Parker's holdings via Shreves Philatelic Galleries, then the second quarter was outstanding. On the other hand, if one analyzes everything else the quarter was seasonally poor as expected. Since Gary Weiss reported on the Parker material in the previous *CZP*, the lots shown below represent the bulk of the more interesting results from other sources. The first dollar amount is hammer plus commission and is followed by the catalog price, in parenthesis, from the 2003 *Scott's Specialized Catalogue*.

2a, CANAL ZONE inverted, part OG, H, nat. s.e., XF \$633 (\$725) R.A. Siegel

- 10a, inverted overprint, OG, NH, F-VF \$275 (\$225) R.A. Siegel
- 13 and 16a pair, all F on cover (no flap and TL corner added) to U.S., Pedro Miguel 9/28/06 w/ Cristobal registry label added \$308 (\$n/a) Rumsey
- 15, OG, H, F-VF \$1980 (\$2600) R. A. Siegel
- 15, OG, H, barely F \$1430 (\$2600) Rumsey
- 39e, inverted center and overprint reading down, OG, HR, barely F \$330 (\$600) Cherrystone
- 48, OG, H, barely F \$242 (\$500) Regency
- 71d, ZONE CANAL, sl. dist. OG, H, F-VF \$385 (\$500) R. A. Siegel
- 91a, ZONE CANAL and 91c, ZONE only, in vertical pair w/ bottom margin, former OG, NH, VF, latter OG, NH, XF w/ couple toning spots \$3850 (\$1075) Ivy & Mader
- J18a, ZONE ZONE, sl. dist. OG, F, F-VF in blk. of 9 w/ 8 normals \$1100 (\$1314) Regency
- 10a, inverted overprint, OG, NH, F-VF \$275 (\$225) R.A. Siegel
- 13 and 16a pair, all F on cover (no flap and TL corner added) to U.S., Pedro Miguel 9/28/06 w/ Cristobal registry label added \$308 (\$n/a) Rumsey
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- 91a, ZONE CANAL and 91c, ZONE only, in vertical pair w/ bottom margin, former OG, NH, VF, latter OG, NH, XF w/ couple toning spots \$3850 (\$1075) Ivy & Mader
- J18a, ZONE ZONE, sl. dist. OG, F, F-VF in blk. of 9 w/ 8 normals \$1100 (\$1314) Regency

08, used, CTO as always, F \$385 (\$550) Regency

UX5, mint entire, XF \$2310 (\$1100) Ivy & Mader

Zeppelin flight, Cristobal 5/22/30 w/ CZ C1, C3x2, C4x2 and US C13 to Germany w/ all proper transit marks, \$1705 (\$n/a) Cherrystone

The names and full addresses of these auction firms are shown below. Do mention *CZP* as your source of information should you correspond or request a catalog from any of them.

Cherrystone Philatelic Auctioneers
117 West 57th St.
New York, NY 10019

Ivy & Mader Philatelic Auctions, Inc.
775 Passaic Ave.
West Caldwell, NJ 07006

Regency Stamps, Ltd.
P.O. Box 8277
St. Louis, MO 63156-8277

Schuyler J. Rumsey Philatelic Auctions, Inc.
1265 Post St., Suite 1100
San Francisco, CA 94109

Robert A. Siegel Auction Galleries, Inc.
60 E. 56th St., 4th Floor,
New York, NY 10022

Newly Discovered Toro Point Markings

by Gary B. Weiss & Irwin Gibbs

for sale on eBay.

The item is a used Scott UX3 (UPSS S6). The reverse of the card is shown in Fig 1. It is a request for a catalog of engineering and technical books from "J. H. ADAMS/Supervisor/Toro Point" and this address is supplied by a rubber stamp in blue.

The front of the card is shown in Fig. 2. The card is cancelled September 23, (1911) from Cristobal and has

a novel marking in the lower left corner; a double rectangle in the same shade of blue as the return address. The text of this marking reads "FORWARDED FROM/SEP 23 1911/TORO POINT/By". This is almost certainly not a postal marking but a private or government marking for the delivery of the mail to the Cristobal post office.



Reverse of UX3 card from Toro Point.



Front of UX3 card showing new Toro Point marking.

**Inaugural Canal Zone to Miami, FAM Route No. 5-2,
letter from Raymond J. Merritt, pilot
by Julius Grigore**

Often a tidbit of aerophilatelic information surfaces years after the event which changes what has been accepted as historical fact. What is told here is such an instance.

We aerophilatelists have accepted that Lindbergh's inaugural flight from Cristobal, Canal Zone to Miami over FAM No. 5-2, between February 10-13, 1929, was routine and without event. But a personal letter concerning that flight, recently purchased from an eBay auction requires that the flight's history to be re-written.

The January 5, 1936 letter was written by Raymond J. Merritt, who, as aerophilatelic history records, flew a second flight along FAM No. 5-2, immediately following Lindbergh's Sikorsky S-38 NC-8000), carrying what now is re-

ferred to as Panama's Outlaw Mail; involving 20,842 covers. The reason for Merritt's flight, in the second Sikorsky S-38 (NC-8044), is well documented. What has not been reported about Lindbergh's and Merritt's flight along FAM No. 5-2 is revealed in the three page handwritten letter by early airmail pilot Raymond J. Merritt to a collector.

If Merritt's account is factually correct then we must accept that about 63,000 pieces of air mail flown by Lindbergh along FAM No. 5-2, between the Canal Zone, and Miami, Florida, are "Crash" items.

Below is the text of Merritt's letter:

Jan 5, 36.

My Dear Schnider,

Your "Covers" caught up with me, I've (sic) been pretty much on the go for sometime,

I note that you have some signatures on the covers that should not be there, Pat Gallup nor Joe Kuhn were employed by the Western Air Express in 1930, my division was from KC Mo to Albuquerque N.M. Via Wichita and Amarillo Texas,

Here's a tip that may be of some interest to you, it is not generally known, but P.O. Waybills will verify my statement, if you have any covers dated before the "OFFICIAL" flight of Lindbergh from Miami to the Canal Zone send them to 430 West Government St. Pensacola, Florida and they will be forwarded to me and will autograph them for you, I haven't my flight logs with me to give you the exact date, but it was about 20 or thirty days before Shinny and myself made that official run, On the return trip there was two ships and the waybills will show that there was only two small pouches aboard the Lindbergh ship, The bulk of the mail aboard mine, until we reached Havana Cuba, where I was compelled to let Shinny have my ship and mail because he had damaged his during the take off from Cozumel Island, and for publicity purposes they did not want Shinny coming in to Miami with only two pouches and a damaged ship. You can check the time of arrival of these two ships, and you will find that they were about an hour apart on the official trip.

Thanks for the snaps, I take for a granted that you are the official shaking hands with Amelia, I know her, Bill Stultz was an old class mate of mine, you will recall he flew her across,

I was working for B.J. Mahony when the Spirit of St. Louis was built, tested her, that is Red Herrigan and I did.

All the best,
Raymond J. Merritt

Editor's Note:

A very fascinating letter but one can question whether it is entirely credible. It was written in 1936, some seven years later, and Merritt admits that he didn't have his logs.

The Waybill signed by Lindbergh, is known to indicate 14 sacks of mail. The reason for the second plane was that the mail exceeded the 500 lb payload of the plane. The sacks were not identified on the Waybill as being from Panama or the Canal Zone. Logically the mail was evenly divided between the planes thus no distinction can be made as to the source. It is not at all credible that all the mail was put on the second, reserve plane, and only two pouches on Lindbergh's plane.

This is the first time that Lindy is called "Skinny". He

was known generally as "Slim". Also, it is also the first description of Lindbergh damaging the plane on takeoff from Cozumel, although it might well be so, but it must have been very minor if the second plane followed the first by one hour.

Finally, it is somewhat of a reach to categorize the "Mail Flown over FAM Route No. 5-2" as Crash Covers. Since the damage may not have involved a crash at all, and the other appellation generally used as "Interrupted Flight" covers could hardly be used if it wasn't significantly interrupted. Furthermore, since the covers flown on the undamaged plane cannot be identified, one couldn't differentiate between those that were or were not on the damaged plane; even if you could, it would have been from Cozumel to Miami, not from Canal Zone.

Forgeries of Canal Zone First Series Stamps on Cover

Part 2: Covers without the complete series

By David T. Zemer

Introduction

In the first part of this two part series, six covers were discussed bearing all three of the Canal Zone first series stamps with forged Canal Zone overprints. Pictures of these covers were included in the article to warn collectors that these are fakes and to be wary of these or similar covers. At least one of these covers with stamps with forged CZ overprints, has appeared for sale in 1977 and then again in 2002.

I had hoped that some of our members would have additional covers with forged Canal Zone overprints and that they would contact me in order that we could add them to our list of forgeries. I received several letters with photocopies of first series covers but none appeared to be counterfeit, so I would again encourage our readers to look through their covers. If you find an obvious forged overprint on cover please contact me or the *CZP* editor and it can be added to those that we know about and a report will appear in a future *CZP*. If you are in doubt of its authenticity you might want to submit it to one of

the Expertization groups in the United States

The second part of this series concerns those counterfeit first series covers that do not have all three stamps on them. Copies sent to me by Dick Salz and George Stillwell are the basis of this article.

These covers fall into 3 logical divisions. The first division contains the earliest dates, covers from July 1 to July 11. The second division has nine covers from July 13 to July 16. The third has 2 covers dated September 2.

Early July Forgeries

The earliest cover is from the Eugene N. Costales reference collection and is the second cover shown in the Eckhardt article¹. Eckhardt called it "A genuine cover bearing 2c with fuzzy magenta overprint. Early usage, July 1, 1904. From the Eugene N. Costales reference collection." In the notes from Dick Salz it is listed as a fake since the 7 bar killer is fake (size) as may also be the CDS (not round). It is addressed to Borda in

Panama on July 1. (Fig. 1). The second is addressed to Palacio at the Hotel Washington in Colon and postmarked July 3 at Gatun, (Fig. 2). The third is to Wright in Colon and dated July 4 at Ancon, (Fig. 3.).

July 13 to July 16 Forgeries

With one exception, that to Cerpa, (Fig. 4), all of these are mailed to the same persons, Eisenmann & Eleta and are franked with either the 2 or 5 centavo stamps, (Fig. 5). A later cover with Canal Zone Scott numbers 4,5,6,7,8 shows their full address to be the American Bazar, a store in Panama City that was a few blocks from the Ancon post office. All of these covers are canceled at Ancon, July 13, except one. The exception is dated July 16.

September Forgeries

Both of these covers were addressed to Mr. J.B. Fidanque in Panama. The first had a fake cancellation dated September 2, (Fig.6). The second has used the same cancellation device but the date is not clear.

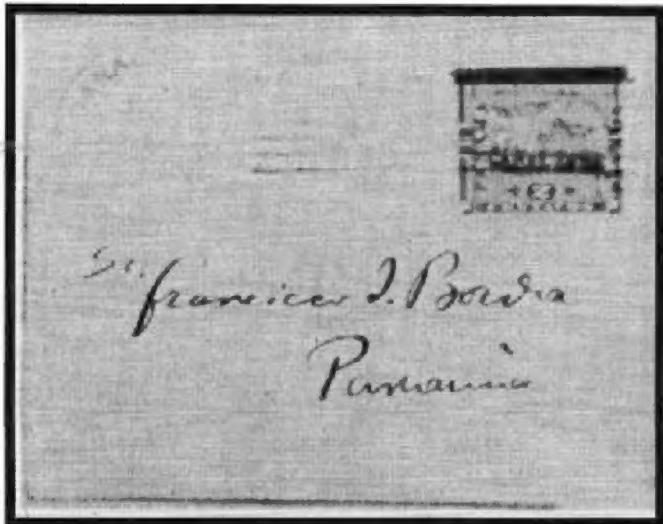


Fig. 1. July 1, 1904. Ancon, to Borda in Panama City. (From the Eugene N. Costales reference collection, thought to be genuine by Eckhardt. Eckhardt article, p 439)



Fig. 2. July 3, 1904, Gatun, to Palacio at the Hotel Washington in Colon.

(Continued next page)



Fig. 3. July 4, 1904, Ancon, to Wright in Colon.

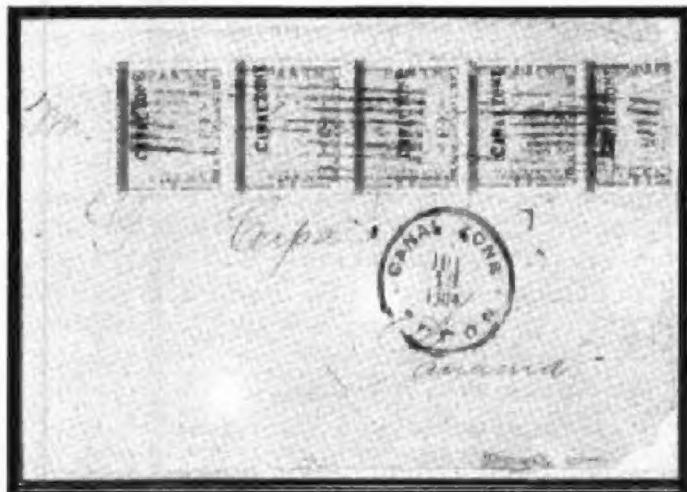


Fig. 4. July 13, Ancon, to Cerpa in Panama City;
(From the Eugene N. Costales reference collection.
Eckhardt article, p 440)



Fig. 5 Eisenmann & Eleta, In Eckhardt article and from
George Stillwell



Fig. 6 Ancon, September 2, 1904, to Fidanque,
Panama City

FORGED CANAL ZONE FIRST SERIES STAMPS ON COVER

ADDRESSEE	TOWN	DATE	SCOTT 1	SCOTT 2	SCOTT 3	CDS
Borda	Panama	July 1	1			Ancon
Palacio	Colon	July 3			1	Gatun
Wright	Colon	July 4	1			Ancon
Pinel	Panama	July 11		1		Bohio
Pinel	Panama	July 11			1	Bohio
Osh c/o Eisenmann & Eleta	Panama	July 13		3		Ancon
Eisenmann & Eleta	Panama	July 13	5			Ancon
Eisenmann & Eleta	Panama	July 13	3			Ancon
Eisenmann & Eleta	Panama	July 13		2		Ancon
Eisenmann & Eleta	Panama	July 13		2		Ancon
Eisenmann & Eleta	Panama	July 13		3		Ancon
Eisenmann & Eleta	Panama	July 13		2		Ancon
Cerpa	Panama	July 13	5			Ancon
Eisenmann & Eleta	Panama	July 16		2		Ancon
Fidanque	Panama	Sept 2		1		Ancon
Fidanque	Panama	?		1		Ancon

(Continued on next page)

Summary and Conclusion

There are relatively few examples of covers with forged Canal Zone First Series stamps published in the literature. After asking our readers in the previous article, I had expected to find many more than the 16 listed in the accompanying table.

Eckhardt suggested that many forgeries exist and the purpose was to cheat collectors, as the price for the Canal Zone First Series resells at a premium to the price of the underlying Panama stamps. However this does not explain why so many covers have forged Canal Zone stamps mailed from the Canal Zone to addresses in Panama during the period that genuine stamps were being sold in the Canal Post Offices. Since the Canal Zone stamps were sold for Co-

lombian silver pesos and cost the same as the Panama stamps, there was no price advantage to be gained from buying Panama stamps and adding a forged Canal Zone overprint.

Maybe the reason can be found in the correspondence quoted in chapter 1 in *Canal Zone Stamps* concerning the ordering of this series. In the exchange of letters among the officials of the Canal Zone and Panama it is clear there were very few stamps with the Canal Zone overprint ordered from Panama.

On July 12, 1904, Governor Davis ordered additional stamps from Panama and on either July twelve or fourteen 100-2c, 500-5c, and 250-10c were delivered to the Canal Zone. As 700-5c and 304-10c were recorded as destroyed on September 14, 1904, it

appears that not only were these stamps in short supply but that the 2c stamps were sold out by the time they were withdrawn from sale.

Perhaps the need for producing some of the forged stamps used on covers came about because the Canal Zone post offices were either limiting the supply sold or, in the case of Ancon, they had simply run out? If this is true then what happened to the rubber stamp(s) used to overprint the Panama stamps? Did the forgers continue to overprint Panama stamps and sell them at a premium as Canal Zone stamps to collectors?

References

- (1) Eckhardt, W.J., *American Philatelist*, March, 1949, Vol. 62, No. 6, p. 439 "THE UNDERWORLD OF STAMPS - Canal Zone Forgeries".

General William Crawford Gorgas

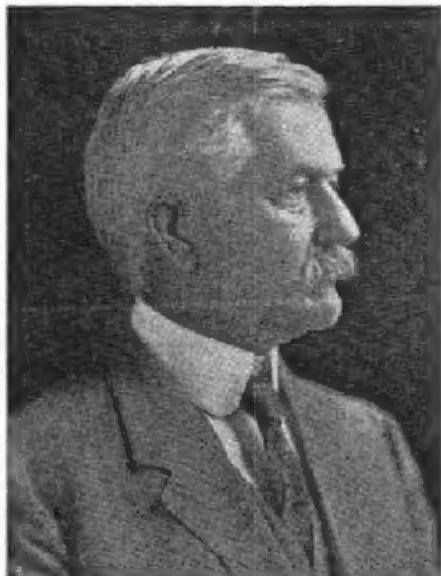
by Irwin J. Gibbs

In 1928 the Canal Zone Postal Service decided to print a permanent issue to replace the overprinted U.S. stamps then being used.

The first two stamps authorized were the 1¢ Gorgas and 2¢ Goethals stamps. The 1¢ Gorgas stamp was in continuous use for over 50 years and honored Maj. Gen. William Crawford Gorgas. General Gorgas was born in October 1854 to a Southern family, educated at the University of the South at Sewanee, Tennessee and graduated from the Bellevue Hospital College in New York with a medical degree in 1889.

He entered the Medical Corp of the U.S. Army in 1890 at which time he started his study of yellow fever. During the Spanish American War he was sent to Havana, Cuba and was made chief sanitary officer. The army established a Yellow Fever Commission and subsequently it was determined that the causes not only of yellow fever but malaria came from the lowly mosquito.

In 1904 Colonel Gorgas was made chief health officer of the Isthmian Canal Commission. With great amounts of difficulty and a continu-



ous effort by many of his colleagues to disregard the mosquito, President Theodore Roosevelt finally gave the Colonel carte blanche to pursue his program. By 1907 yellow fever was eradicated from the Canal Zone, and the incidence of malaria was similarly reduced making it possible for the work to proceed.

Colonel Gorgas became a member of the Isthmian Canal Commission and served at the Canal until 1914. He became a Major General in 1916, and then became the head of the Army Medical Service during World

War I and Surgeon General of the Army. He retired from the army in 1918 after serving 28 Years.

General Gorgas received honors from all over the world as well as honorary doctorates and fellowships from Harvard, the University of Pennsylvania, Brown University and the Liverpool School of Tropical Medicine.

General Gorgas was one of the world's foremost authorities on tropical medicine and after his retirement from the army and prior to his death in 1920 served in a number of capacities, one of which was in South Africa to help fight pneumonia among black workers in the gold mines.

William Gorgas was married in 1885 to Marie Cook and had one daughter Aileen Gorgas. He died in London, England after suffering a stroke, on July 3, 1920. Without Major General Gorgas and his preventive findings, the Canal would never have been completed.

References:

- Canal Zone Stamps* - Plass, Brewster, Salz
David McCullough. *The Path Between the Seas*. New York, Simon and Schuster, 1977.

Newly Recorded Large Die Proofs

by Gary B. Weiss

At the recent sale of the Drucker collection by Robert Siegel Auction Galleries, four lots were large die proofs. Each lot was described correctly as "unlisted by Scott"; they should be listed in the next edition. For each of these proofs, Matthew D. Fenton was one of the engravers; I suspect that these were engraver's proofs that he was allowed to retain.

Two of these proofs (for Scott numbers 146 and 147) are exciting simply because they are new to Canal Zone collectors. The large die proof of Scott 146, the 1951 10¢ West Indian Labor stamp, measures 153 by 202 mm. A "C" is punched through the design; the punched out piece is replaced and held in place by Scotch tape. On the reverse are a magenta rubber stamped mark reading "ENGRAVER'S STOCK PROOF/ AUTHORIZED BY _____" and a blue number, 42931B. There are penned initials, possibly RKB, for the approval and a pencil written CZ 146P1, Fenton, and a cryptic "16635 R131RPP". Fenton engraved the vignette while Reuben K. Barrick engraved the frame, lettering, and numerals.

The large die proof of Scott 147, the 1955 3¢ Panama Railroad Centennial stamp, measures 199 by 153 mm. A "C" is punched through the design; the punched out piece again replaced and held in place by Scotch tape. On the reverse are a magenta rubber stamped mark reading "ENGRAVER'S STOCK PROOF/ AUTHORIZED BY _____" and a blue number, 159538B. There are penned initials, possibly AUC, for the approval and a pencil written Fenton, and a cryptic "16961 P282PD". Fenton engraved the vignette.

The other two proofs for Scott numbers 120 and C17 were the only two stamps of the 1939 25th Anniversary Series for which Fenton engraved the vignette. Both cards measure 189 by 136 mm and have three holes punched at the top (to allow their placement in a sample book); the proof is mounted and sunk on the card. On the back of the 1¢ proof is a

blue number, 593721, and a stamped single line mark in blue/black reading "ENGRAVER'S STOCK PROOF". The card was probably trimmed removing the approval line; there are a few specks of ink that could have been the very tops of initials. On the reverse of the 15¢ are a black rubber stamped mark reading "ENGRAVER'S STOCK PROOF/ AUTHORIZED BY _____", the date MAR 31 1939 and a blue number, 593420. There are illegible initials for the approval and a pencil note written by Fenton, "25 years later I engraved the 15¢ 50th Anniv. Airmail" and signed Matt Fenton.

These two proofs raise the interesting question of when a proof is a trial color proof. The generally accepted definition includes that trial color proofs were prepared to facilitate selection of color for the issued stamp. The intent for which a proof was to be used may not always be determinable. These two proofs were shown at WESTPEX and there was uniform agreement that the colors did not match the issued colors. The green of Scott 120P1 has a bluish cast (similar to United States Scott No. C2 rather than the yellow green of the issued stamp; the brown of Scott C17P1 is much darker rather than the light brown of the issued stamp. There was disagreement as to whether these were trial color proofs. The majority opinion was that these were simply engraver's proofs, where the exact color was not important; they were done in a color similar to that planned for the stamp. As these items are unique, the question of proof vs trial color is academic. If examples were found in the issued colors in the future, these would be trial colors.

I accept this position but wonder how different a color would have to be to make a unique proof into a trial color. Paul Ammons argued convincingly (CZP vol. 29, no.109, page 29, 1993) that the unique large die proof of Scott C13 in orange, the color of C9, rather than the issued yellow color represented a trial color proof. The unique large die proof of C15 is in scarlet rather than greenish black; the unique proof of 106 is black instead of carmine. Scott lists these as

trial colors. Although these three proofs (106, C13 and C15) are all in colors that are completely different from the issued colors, I am aware of no information to suggest that the intent was to aid in color selection. With various views amongst the experts polled, it may be time for the collectors specializing in proofs to create an operational definition of trial color so that the status of an item could be determined without regard to intent. If the three listed trial color proofs were prepared only to examine the engraving/design, should they be called trial colors. If a proof is printed to select a color and ends up in the chosen color, is it still a trial color. In contrast, minor variations in shade can be due to differences in paper and printing as well as the batch of ink. Views of readers and owners of other proofs are solicited by the Editor.

CZSG 36.1, Shifted OP

continued from page 21

down. Using a transparent ruler across the multiple, the overprint angles down very slightly to the right. All of the overprints line up except on the top row and the CANAL in position 99. This demonstrates that the error (missing overprint in top row) was detected and corrected by overprinting only the top row prior to sale. The positioning was almost perfect horizontally; vertically, the overprints on the top row are higher. In Fig. 1 of the top pair, the L of CANAL touches the latitude line while on all of the other stamps, it is below the line.

Casual examination has solved an old mystery. Closer examination shows how the shift occurred and how correction of the error was attempted. The varieties in the top rows may be too subtle for inclusion in the Detailed List.

RECRUIT A
NEW MEMBER!

'History in the Making' - Bliss by David Alan

Gerald Bliss, postmaster of Pedro Miguel and later Cristobal, is well known among philatelists for his involvement with many new postal ventures introduced during his period of service to the Canal Zone Post Office.

It has been reported previously that he was a Freemason and held Lodge meetings on the floor of the locks before they were flooded in 1914.

He paved the way for Pan American Airways to use Cristobal as the hub for South American and East Carib-

bean routes.

But what were his thoughts just over a year after the first successful flights from and to Miami and Cristobal? A recent acquisition from a stamp fair in England is a first flight cover F.A.M. 5 on May 1, 1930, inaugurating the 33-hour schedule Cristobal and Miami and bearing the usual rectangular purple cachet. The pilot was Charles Lindbergh.

This service provided direct flights with stops at Puerto Cabezas and Ha-

vana. The cover is addressed to Mr. J. M. Eaton, c/o New York Air Show, Madison Square Garden, New York N.Y. and contained a letter from Gerald Bliss (Postmaster).

Bliss's letter sheds some light on the significant changes and benefits from the introduction of the new service and adds some detail to emerging air services in a period of constant progress.

He writes:

THE PANAMA CANAL
CANAL ZONE
Executive Department
Cristobal, Canal Zone

April 30, 1930

Mr. J. M. Eaton,
General Traffic Manager,
Pan American Airways, Inc.
New York, N.Y.

My dear Mr. Eaton:-

Altho late at night, and we are somewhat fatigued, this occasion is so significant that I cannot resist addressing you a brief note of the writer's impression of the history made, and in the making, in the rapid transmission of the written communication. You may recall having briefly met the writer at the field on your arrival here some months ago when the Airways and the air mail was then in embryonic state, but the events of the past few days have been of such significance as to warrant more than routine interest.

The ordinary mail exchanged between the United States and the West Coast of South and Central America has been flowing thru this office for many decades, and has been under the immediate observation of the writer for nearly a quarter of a century. We have seen the mail from New York to the Isthmus of Panama arrive here regularly at an average of some eight days in transit, and coincident with this the transit mail to the capitals and countries beyond, stored here from one day to two weeks awaiting connection to the various ports.

As one example only: mail destined for Managua, the Nicaraguan capital, even after dispatched from Cristobal, must transit the Canal, consume five or six days laboriously around Punta Mala Peninsula to Corinto, then eight hours by rail to destination, a total average of 10 or 12 days from Cristobal plus 8 from New York.

Significant indeed, again it was, when an air mail line was established whereby mail leaving this office in the morning was delivered in the afternoon at Managua, Nicaragua. Again the mails for South America, and especially those on the eastern slope of Andes, requiring a time by ordinary means of transportation of some 10 days to 3 weeks to reach the Argentine and Uruguay.

The ordinary citizens of our country, necessarily unfamiliar with geographical locations, and the vast distances involved, may not be particularly impressed by newspaper item regarding this or that time saving between two points, to them remote, but translated into hours and days, and even weeks, even the most obtuse must realize the efficiency of the new medium which has already revolutionized mail and passenger transportation.

The foregoing is prefatory to the writer's impression, and admiration for the performance for the last several days with which we are, and have been so intimately connected since their inauguration in this part of the world, and when the new schedule between the States and Buenos Aires was announced, it scarce seemed creditable that it could be accomplished, and we thought the limit had been reached when Col. Lindbergh delivered to this office mail which lacked some 4 or 5 hours of 2 days from the city of New York. Then again this afternoon when Dinty Moore at 5:30 delivered the mail originating at all points between the southernmost country of South America and the Isthmus, and he and his colleagues overcame a delay of 40 hours occasioned by elements beyond human control, it seemed to warrant some comment beyond ordinary routine complacency.

I am, accordingly, taking the liberty to use this occasion to congratulate all parties involved, who have made it possible to so closely unite by means of this great air mail system the countries of the Western hemisphere. I trust it is needless to assure you, or your company, that this office is intensely interested in this development and its possibilities to the mutual advantage of the Nations concerned, and that the utmost limit of our co-operation may be taken for granted at all times.

With a sincere hope that the Air Show in New York may arouse an increased interest in aviation, and with personal esteem and regards.

Very respectfully
Gerald D. Bliss.
(Postmaster)

2:00 am 5/1/30 (manuscript)

Nicaragua or Panama by Irwin J. Gibbs

One of the more interesting aspects of the Canal is its location which involved some very spirited debate. From the late 1800s America's dream was for an inter-oceanic canal. Several locations were suggested and in 1897 President McKinley appointed a committee for recommendations as to the feasibility of a canal. The committee made a study of locations and came to the conclusion that a choice had to be made between a Nicaraguan Canal or completion of the abandoned French project.

In 1899 President McKinley authorized the Isthmian Canal Commission headed by Rear Admiral John Walker to make further recommendations.

On McKinley's assassination in 1901, Teddy Roosevelt became President, and he made it clear that he wanted an American canal under American control to guarantee America's supremacy of the seas.

The issue of location was to be decided by the U.S. Senate and their decision was to be final. Sides were drawn up. The ICC first suggested Nicaragua then changed its mind due to the existing railroad, buildings, equipment, hospitals and supplies in Panama.

The Senate Committee on Interoceanic Canals headed by Senator John Morgan of Alabama favored Nicaragua due to lack of disease, cleanliness of the country, political violence in Panama as well as the proximity of Nicaragua over Panama to the U.S.

The debate went on. One of the main issues was there or was there not active volcanoes in Nicaragua. The Panama contingent headed by Senator Marcus Alonzo Hanna insisted on their existence and the dangers involved. The Nicaraguan contingent vehemently denied a seismic problem.

Philippe Bunau-Varilla, a Frenchman and director of the old French company was also vitally interested in Panama. He was particularly interested in selling the remaining assets to the U.S. government, as a bailout of the French investment, thus Panama was his obvious choice.

With the vote coming soon, it looked like Nicaragua was going to be the winner. Bunau-Varilla remembered a Nicaraguan postage stamp and purchased almost 100 one-centavo Nicaraguan stamps showing a railroad wharf in the foreground and in the background Mt. Momotobo in eruption.

He forwarded one stamp to each



member of the Senate with a brief note. "Young nations like to put on their coats of arms what best symbolizes their moral domain or characterizes their native soil. What have the Nicaraguans chosen to characterize their country on their coat of arms, on their postage stamps? Volcanoes". Under each stamp was typed "An official witness of the volcanic activity on the isthmus of Nicaragua".

The vote was held on June 19, 1902. The results Panama: 42, Nicaragua: 34. Whether the one-centavo stamp played a part in the outcome of the vote is not known, but it certainly helped Panama's cause.

References:

David McCullough. *The Path Between the Seas*. New York, Simon and Schuster 1977.
Bunau-Varilla Papers

Updates on CZ Official Airmail issues

By Paul Ammons

CZ Perf. P Airmail on Cover (CZP 147:13) The earliest (ERU) and latest use (LRU) of perf. P air mail stamps on cover (does not include on piece) for 38 known (to author) covers is as follows:

C1-C5	none reported		
C6-C14	18 covers	ERU 5/27/32	LRU 3/11/41
C15-C20	20 covers	ERU 9/07/39	LRU 4/03/41

Perf. P Cover Inventory by number:

C6	0	C10	6	C14	0	C18	0
C7	4	C11	8	C15	0	C19	2
C8	0	C12	0	C16	0	C20	0
C9	0	C13	0	C17	18		

L/A overprint alignment variety on CZ CO1-7,14(CZP 130:1,4) The L/A alignment variety (pos. 30 in some panes) has now been reported on the following: CO1, CO2, CO3, CO4, CO7, and CO14. No postally used, CTO or on cover examples have been found.

Please check your collection and let the editor know of any additional examples; please send photocopy/scan to the CZP Editor!

President's Report

Continued from page 21

new names in the group; your election ballot will probably arrive around 30 days from the time you glance at this.

Also, please give a read to the latest CZSG Financial Statement in the second quarter CZP, as so graciously prepared for many years by Richard Larkin. We are in good financial shape even after paying for the Postal Stationery update.

In reviewing the past few issues of CZP it is obvious that a very good flow of interesting articles are passing over Richard Spielberg's desk. The Canal Zone may have been a "dead country" for almost 25 years, but new discoveries are being made about its philately all the time. Keep the material coming.

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Can a Member please provide me
with either a photocopy, a picture or
a scanned image of the following
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